

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, NOVEMBER 24, 1892.

The Share Market.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—117½ per cent, sales and sellers.	On London—Bank, T. T.2/9½
The National Bank of China, Ltd.—on £7 10. paid up.—35 per cent. dis. 3. les. and buyers.	Bank Bills, on demand2/9½
The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.	Bank Bills, at 4 months' sight2/9½
The Bank of China, Japan & the Straits, Ltd.—2½, sellers.	Credits at 4 months' sight2/9½
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £20, sellers.	Documentary Bills, at 4 months' sight2/10
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.	ON PARIS—
Chinese Imperial Loan of 1884 C—2½ per cent. premium, buyers.	Bank Bills, on demand3/47
Chinese Imperial Loan of 1886 E—14 per cent. premium.	Credits, at 4 months' sight3/57
Union Insurance Society of Canton—\$82 per share, buyers.	ON INDIA—
China Traders' Insurance Company—\$56 per share, sales and sellers.	T. T.221½
North China Insurance—Tls. 235 per share, sellers.	On Demand222½
Canton Insurance Company, Limited—\$105 per share, sellers.	ON SHANGHAI—
Yangtze Insurance Association—\$102, sellers.	Bank, T. T.72
On Tai Insurance Company, Limited—Tls. 150 per share.	Private, 30 days' sight72½
Hongkong Fire Insurance Company—\$265 per share, sellers.	
China Fire Insurance Company—\$86½ per share, buyers.	
Hongkong, Canton, and Macao Steamboat Co.—\$30, sales and sellers.	
China and Manila Steam Ship Company—28 per share, buyers.	
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.	
Douglas Steamship Company—\$37 per share, sellers.	
The Steam Launch Co., Limited—nominal.	
Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and sellers.	
Geo. Fenwick & Co., Limited—\$15 per share, sellers.	
Hongkong Hotel Company—\$23, sales and buyers.	
Hongkong Hotel Co.'s Six per-cent. Debentures—\$501.	
The Austin Arms Hotel and Building Company, Limited—\$4½ per share, sellers.	
The Shamoon Hotel Co., Limited—\$5 per share, sellers.	
Punim and Sanghlee Dna Simentan Mining Co.—\$2½ per share, sales and buyers.	
The Raub Gold Mining Co., Limited—30 cents per share, sales and buyers.	
New Murie Mining Co., Limited—\$2 per share, sales and buyers.	
The Balmoral Gold Mining Co., Limited—nominal.	
Tonquin Coal Mining Co.—\$130 per share, sellers.	
The Jebeu Mining and Trading Co., Limited—\$5½ per share, sales and sellers.	
The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.	
London and Pacific Petroleum Co., Ltd.—niz nominal.	
China Sugar Refining Company, Limited—\$155 per share, buyers.	
Luzon Sugar Refining Company, Limited—\$35, nominal.	
A. S. Watson & Co., Limited—\$15½ per share, ex. div. sellers.	
Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.	
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.	
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.	
The Hongkong Land Investment Co., Limited—\$57, buyers.	
The West Point Buildings Co., Limited—\$27 per share, sellers.	
H. G. Brown & Co., Limited—\$23 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$44 per share, sellers.	
Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sellers.	
Hongkong Gas Company—\$105 per share, sales and buyers.	
Hongkong Ice Company—\$68 per share, buyers.	
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$5½ per share, sellers.	
The Green Island Cement Co.—\$4½ per share, sellers.	
The Hongkong Electric Light Co., Limited—\$2½ per share, sales and sellers.	
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$35 per share, buyers.	

EXCHANGE.

ON LONDON—Bank, T. T.2/9½	ON SHANGHAI—
Bank Bills, on demand2/9½	Bank, T. T.72
Bank Bills, at 4 months' sight2/9½	Private, 30 days' sight72½
Credits at 4 months' sight2/9½	
Documentary Bills, at 4 months' sight2/10	
ON PARIS—	
Bank Bills, on demand3/47	
Credits, at 4 months' sight3/57	
ON INDIA—	
T. T.221½	
On Demand222½	
ON SHANGHAI—	
Bank, T. T.72	
Private, 30 days' sight72½	

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mrs. Anderson.	Consul and Mrs. von Loeper and maid.
Mr. L. Blankenagel.	Mr. & Mrs. Letbridge, 2 children and nurse.
M. E. Boxshall.	Fleet Surgeon Mahon R.N.
Mrs. Brent.	Cap. McQuhne, R.N.
Mr. and Mrs. Burditt.	Rev. J. M. Morton.
Mr. T. L. Carson.	Miss Moss.
Capt. C. C. C. Cox.	Mr. E. L. van Nierop.
Mrs. Clunerbuck.	Mr. and Mrs. North.
Mr. G. C. Cox.	Mr. W. O. O'key.
Dr. H. J. Cummings.	Mr. C. G. P. Ince.
Mr. C. S. Cummings.	Mr. A. Schomburg.
Mr. Geo. Fenwick.	Captain F. Schuz.
Mr. and Mrs. Frater.	Mr. F. E. Shean.
Mr. and Mrs. Gareja.	Mr. A. G. Stokes.
Mr. J. M. Hawley.	Mr. J. Walls.
Mr. Thos. Howard.	Mr. H. E. Ware.
Maj. Hutchinson.	Mr. W. Ware.
Mr. F. E. Hyde.	Mr. and Mrs. Warren.
Mr. F. E. Hyde, Jr.	Mr. L. Wilde.
Mr. B. J. B. Hyde.	
Mr. A. Kitson.	
Mr. Kretschmar.	

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie.	Mr. & Mrs. W. Macbean.
Mr. S. T. Benjamin.	children and nurse.
Mr. Hart-Buck.	Capt. D. F. MacCarthy.
Rev. R. F. Cobbold.	R.N.
Mr. Cochrane.	Mrs. D. F. MacCarthy.
Mr. and Mrs. C. C. Cohen.	and infant.
Mr. J. B. Coughtrie.	Mr. Chas. C. Malsch.
Mr. W. E. Crowe.	Mr. H. F. Meyerink.
Mr. D. Crawford.	Mrs. Van Nierop.
Mr. & Mrs. J. J. Denne.	Mr. & Mrs. Richardson.
Mr. E. S. Joseph.	Mr. A. Ross.
	Mr. Taylor.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. V. Kofod.
Mr. & Mrs. Beauprand.	Mr. W. H. R. Loxley.
Miss Beauprand.	Mr. F. Matfield.
Mr. Chaudet.	Mr. W. R. Needham.
Mr. T. Owen.	Mr. Needham.
Mr. & Mrs. O. Faucher.	Mr. Sparrow.
Miss Faucher.	Mr. Geo. L. Tomlin.
Mr. W. S. Harrison.	Mr. Tomlin.
Mr. Morton Jones.	

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Yarra*, with the outward French mail, left Singapore on the 24th instant at 5 p.m., and may be expected here on the 1st proximo.

THE GERMAN MAIL.
The Norddeutscher Lloyd Co.'s steamer *Darmstadt*, with the outward German mail, left Singapore on the 20th instant, and may be expected here to-morrow.

THE AMERICAN MAILS.
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco, leaves Yokohama on the 25th instant at daylight, and may be expected here on the 30th.

STEAMERS EXPECTED.

The D. D. R. steamer *Benladi*, from Hamburg, left Singapore on the 20th instant, and is due here on the 26th.

The P. & O. S. N. Co.'s steamer *Shanghai*, left Bombay on the 16th instant, and may be expected here on the 4th proximo.

The Northern Pacific Steamship Co.'s steamer *Zambesi*, left Victoria, B.C., for Japan and Hongkong on the 16th instant.

Shipping.

ARRIVALS.

AVOCHIE, British steamer, 1,055, T. Rowin, 23rd Nov.—Hongay 21st Nov., Coals.—Jardine, Matheson & Co.	PROTOS, German steamer, 1,056, H. Johansson, 24th Nov.—Moji 19th November, Coal.—Wieler & Co.
FORMOSA, British steamer, 674, Hall, 24th Nov.—Tamsui 20th Nov., Amoy 21st, and Swatow 23rd. General.—D. Lapraik & Co.	BARON DOUGLAS, British steamer, 1,725, Geo. Russell, 24th Nov.—Batoum 8th October, Petroleum.—Jardine, Matheson & Co.
KWONGSANG, British steamer, 989, W. James, 24th Nov.—Canton 24th Nov., General.—Jardine, Matheson & Co.	ULYSSES, British steamer, 2,299, W. P. Lapage, 24th Nov.—Liverpool 13th Oct., and Singapore 18th Nov., General.—Butterfield & Swire.
FUSHUN, Chinese steamer, 1,504, Lancaster, 24th Nov.—Canton 24th Nov., General.—C. M. S. N. Co.	

CLEARANCES AT THE HARBOUR OFFICE.

Chusan, German steamer, for Haiphong.
Haiton, British steamer, for Swatow, &c.
Lawang, German steamer, for Singapore.
Ulysses, British steamer, for Amoy, &c.

DEPARTURES.

November 23, *Zafra*, British str., for Amoy.
November 23, *Taisang*, British str., for Canton.
November 23, *Velos*, German str., for Canton.
November 24, *Ganges*, British steamer, for Singapore, &c.
November 24, *Lawang*, German steamer, for Singapore.

ARRIVALS—ARRIVED.

Per *Formosa*, str., from Tamsui, &c.—87 Chinese.
Per *Ulysses*, str., from Liverpool, &c.—Mr. Biri, and 191 Chinese.

REPORTS.

The British steamship *Ulysses* reports that she left Liverpool on the 13th ultimo, and Singapore on the 18th instant. Had fine weather throughout.

The British steamship *Formosa* reports that she left Tamsui on the 20th instant. Had fresh to strong north-east winds and considerable sea. Left Amoy on the 21st. Had moderate north-east wind and fine but cloudy weather. Left Swatow on the 23rd. Had light westerly breeze and fine weather. In Amoy the steamship *Chefoo* and *Kawshing*.

The British steamship *Baron Douglas* reports that she left Batoum on the 8th instant. Had fine weather throughout, with much rain in the Straits, and fresh north-east winds in the China Sea. On the 11th instant passed the bark *James Kerr*, from Liverpool to Calcutta, 87 days out, in lat. 6° 8' north and long. 90° 24' east.

Post Office.

A MAIL WILL CLOSE—

For Nagasaki, Kobe, and Yokohama.—Per *Ancona* to-morrow, the 25th instant at 11.30 A.M.
For Straits and London.—Per *Canton* to-morrow, the 25th instant, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

ANCONA, British steamer, 1,888, W. D. Mudie, 21st Nov.—Yokohama 12th Nov., Mails and General.—P. & O. S. N. Co.
ARDGAY, British steamer, 1,080, James Thom, 20th Nov.—Canton 20th Nov., General.—Jardine, Matheson & Co.
CHINGTU, British steamer, 2,300, A. Hunt, 11th Nov.—Sydney 20th Oct., Brisbane 22nd, Townsville 25th, Cooltown 26th, Thursday Island 29th, and Port Darwin 2nd Nov., Coals and General.—Butterfield & Swire.
CHOWFA, British steamer, 1,057, C. Stonham, 23rd Nov.—Bangkok 15th Nov., General.—Yuen Fat Hong.
CONTINENTAL, Dutch steamer, 671, C. Schall, 22nd Nov.—Hollis 16th Nov., Sugar.—Butterfield & Swire.
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 7th Nov.—Vancouver, via Yokohama, Kobe, and Shanghai 5th November, General.—Canadian Pacific Railway Co.
GLUCKSBURG, German steamer, 918, P. Thomsen, 18th Nov.—Sigon 12th Nov., Rice and Paddy.—Melchers & Co.
HAITAN, British steamer, 1,182, F. D. Goddard, 22nd Nov.—Fochow 17th Nov., Amoy 18th, and Swatow 21st. General.—D. Lapraik & Co.
HUPEH, British steamer, 1,845, S. Q. Hall, 19th Nov.—Java 6th November, Sugar.—Butterfield & Swire.
KUTSANG, British str., 1,495, W. Hall Jackson, 22nd Nov.—Calcutta 6th Nov., Penang 12th, and Singapore 16th, Opium and General.—Jardine, Matheson & Co.
LENNOX, British steamer, 1,317, W. Ward, 16th Nov.—Moji 11th November, Coals.—Dodwell, Carill & Co.
MARIA VALERIE, Austrian steamer, 2,644, Antonio Mitis, 21st Nov.—Shanghai 18th Nov., General.—D. Sassoon, Sons & Co.
NURNBERG, German steamer, 2,007, B. Blanke, 14th Nov.—Yokohama 6th Nov., Hogo 8th, and Nagasaki 10th, Mails and General.—Melchers & Co.
OCEANIC, British steamer, 1,808, W. M. Smith, R.N.R., 20th Nov.—San Francisco 25th Oct. and Yokohama 15th Nov., Mails and General.—O. & O. S. S. Co.
POLLUX, German steamer, 898, J. Gefken, 20th Nov.—Moji 14th Nov., Coals.—Mitsui Bishi Colliery.
PROPONTIS, British steamer, 1,387, W. H. Farrand, 23rd Nov.—Kutchinozu 18th Nov., Coals.—Arnold, Karber & Co.
SHANTUNG, British steamer, 1,535, W. B. Harding, 19th Nov.—Java 9th Nov., Sugar.—Butterfield & Swire.
TRIUMPH, German steamer, 674, J. Bruhn, 23rd Nov.—Haiphong 21st November, General.—Ed. Schellhass & Co.

SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co.
DOROTHEA, German bark, 620, H. M. Moeller, 11th Nov.—Liverpool 22nd July, Coals.—Master.
E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.
ISAAC REED, American ship, 1,480, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.
NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August.—Yee-on 11th Aug., Timber.—Yung Kee.
NICOYA, British bark, 595, T. Norris, 16th Nov.—Bangkok 5th November, Timber.—Wieler & Co.
SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.
SANTA CRUZ, American schooner, 92, H. W. Banke, 20th Oct.—put back, General.—Wieler & Co.
SIGURD, Norwegian bark, 1,512, A. Aase, 22nd Nov.—Shanghai 16th Nov., Ballast.—Order.
XENIA, American bark, 1,135, L. D. Smith, 3rd Nov.—Sydney, N.S.W., 3rd Sept., Coal.—Order.

Printed and Published by ROBERT FRASER-SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRICKET & CO., LD.

Victoria Dispensary,

Queen's Road Central.

Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

have just received

ex Steamers "BENLEDI" and "GANGES"

their first shipments of

XMAS CONFECTIONERY

Consisting of:—

CHOCOLATE CREMES, VANILLA PRA-

LINES, SUGARED ALMONDS, BURN'T

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIAN'S,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,

GUAVA, RASPBERRY, STRAWBERRY,

PLUM, &c.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and

EVERTON TOFFEE.

CADBURY'S CHOCOLATES

of great variety.

CRYSTALLIZED FRUITS, MUSCATELS,

ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of

ARTISTIC DESIGNS.

XMAS CARDS,

ENGLISH, JAPANESE AND CHINESE,

a splendid selection.

TOM SMITH'S CRACKERS.

A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 20th November, 1892.

BIRTH.

At Bellion Terrace, on the 23rd instant, the

wife of JAS. R. MUDIE, of a son.

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 24, 1892.

TELEGRAMS.

STEAMSHIP PASSENGERS AND

NATIVE CREWS.

LONDON, November 15th.

The Sailors' and Firemen's Union has issued

a notice warning passengers against travelling

in vessels that are manned by Lascars or Chinese

crews, and it points to the "Bokara and

Reumants disasters.

THE PAMIR QUESTION.

November 22nd.

The pining between England and Russia

on the Pamir Question is progressing very

favorably, and it is anticipated that a complete

understanding will be arrived at shortly.

FRANCE VICTORIOUS IN DAHOMEY.

The French troops have defeated Abomey un-

opposed and the King of Dahomey has sub-

mitted.

LOCAL AND GENERAL.

H.M.S. Firebrand came down from Canton this

morning.

The P. & O. S. N. Co.'s steamship *Tehran*, which

arrived at Singapore from this port on the

16th inst., reported having experienced a typhoon

during the voyage.

MAILS Due:—

German (*Darmstadt*) 25th instant.

Singapore (*Benchi*) 26th

Bombay (*Shanghai*) 4th prox.

A REGULAR meeting of the Ethen Mark Lodge, No. 264, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

"FASHIONABLE shroud-maker" is advertised on a sign board at Washington.

John—The *Small* has lost its office-boy. "Win"—"Death loves a shining mark." Why didn't he take the editor and so save the paper serious loss?

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Catharina* *Apar*, from Calcutta, left Singapore for this port this afternoon.

THE Scottish Oriental Co.'s steamer *Para Chula* *Chom Kiao* (late *Batavia*) will steam round the island, by way of trial, on Saturday, prior to leaving for Tacoma, Vancouver, etc.

MESSRS. S. J. David & Co. have forwarded to us a very fine calendar for 1893 in black and gold, issued by the South British Fire and Marine Insurance Co., of which they are agents.

MESSRS. DODWELL, Carill and Co., as agents for the London and Lancashire Fire Insurance Co., have forwarded a neat and well-executed almanack for 1893 issued by the latter company.

THE Government Surgeon of Perak is reported to have found one source of disease among immigrants, Tamil coolies, to arise from their eating uncooked rice, or rice only roasted with hot chillies.

THE British steamship *Baren Douglas* which arrived here to-day from Batavia reports that on the 11th instant passed the bark *James Kerr*, from Liverpool to Calcutta, 87 days out, in lat. 6° 38' north and long. 90° 24' east.

First broker—Got a capital job on hand in Canton; a cool \$10,000.

Second broker—Why don't you go for it? First broker—Can't take up the steamboat fare to get up there, and they won't take a call.

THE *Pilot Fish*, Captain Stapan, towed the *Chingtao* over to Aberdeen this morning and brought the *Lansea* therefrom to her anchorage. The *Chingtao* was also taken over to the Cosmopolitan dock for a clean up to-day.

THE most fertile field of the Mormon missionaries, says the *Boston Herald*, has been in London, and all efforts to stop the work of proselytizing have proved futile. Among the middle and lower classes the only tongueless elders find ready listeners and many converts.

THE editor of the *Franklin* (Ga.) *News* makes this announcement: "The editor loves flowers, and it makes no difference whether they are dropped in his box at the Postoffice or sent to his office direct—they are just as pretty, and the girls who furnish them are just as sweet."

GEORGE SMITH, runner of the Colonial Hotel, at No. 1 Jubilee Street, arrested a customer in that establishment last night and at the Police Court to-day was fined \$7 for the offence. It transpired in evidence that Smith was an American seaman getting \$15 per month for "running" foreigners.

THE *North Borneo Herald* says that Mr. W. G. Darby recently sent three boxes of gold to Hongkong for assay, equivalent to four ounces English weight. The assay states the samples to contain 99 per cent. of gold valued at 21.22 taels per tael, equal to £3.18.9 to £4.2 English money per ounce.

ON Saturday (13th) the Duke of the Lee Yuen Rinery, Antonio Ferreira, was at the Macao licensed gaming table, with his aide-camp Piusario, and both lost heavily, had a fight with the bankers, got run in, and poor old Baron do Assumpcao had to go and bail them out. Case settled on the quiet.

WE beg to acknowledge receipt of a pamphlet issued by the *National Press*, Lisbon, on Chinese Sociology, with special reference to the medical and religious superstitions of the country which gave rise to the anti-European distinction.

The original essay was by Dr. MacGowan, of Canton, and has been translated into Portuguese by Dr. Demetrio Cinatti, consul of Portugal at Canton.

THUS, the *Sydney Bulletin*—Queen Victoria has sent Lady Tennison a letter of condolence in which she says that Tennison was "ever kind to me." When John Brown died the Queen said just the same of the deceased lady, and said that he had been a good father, and London Punch was stung into publishing a batch of satirical verses, concluding with the pregnant words "who wouldn't be good to a Queen?"

THE French appropriations for 1893 will be 645,000,000 francs for the army and 280,000,000 francs for the navy. Ninety-eight new vessels are in course of construction, of which eight ironclads are to be finished next year.

Twenty-one new cruisers will be launched by 1895. Sixty-two torpedo boats are to be built, and the Black of France has 147,000,000 francs in gold in its vaults; more than any other European nation.

MR. C. E. MILLER, arrested in Singapore for alleged embezzlement in Higo and released on a writ of *habeas corpus*, is reported to have been again arrested on his arrival at Sourabaya.

Singapore. Mr. Miller, if we mistake not, was once a resident of Hongkong and married a daughter of Mr. J. D. Woodford, once well known on the "Rialto" and as an accountant in the local branch of the Hongkong and Shanghai Bank.

WE regret to learn from Singapore that during the recent voyage of the P. & O. Co.'s steamer *Dombay* from here to Singapore, the little daughter of Garrison Sergeant-Major and Mrs. Meredith died at sea on the evening of Sunday the 6th inst. and was buried at 10 o'clock the following morning. The numerous friends of Mr. and Mrs. Meredith in this colony will sincerely sympathize with their only child.

THE Ocean Co.'s new steamship *Ulysses* arrived here this morning. This is the third vessel of the same name built for Mr. Alfred Holt, the last one having been wrecked on the coast of Japan between Yokohama and Kobe, after which it was said that the name would never be used again.

The new *Ulysses* is of 2,200 tons register, and is in every way similar to the rest of the Blue Funnel boats, except that she is driven by triple expansion instead of compound tandem engines.

TO-DAY'S SHIPPING RETURNS.

Inward.

Avocle.....steamer, from Hongkong.

Formosa....." " Swatow.

Kwongkong....." " Canton.

Fushun....." " Canton.

Protos....." " Moll.

Baron Douglas....." " Batavia.

Ulysses....." " Singapore.

Aggregating 9,302 tons, register.

Outward.

Ganges.....steamer, for Singapore.

Lewang....." " Singapore.

Aggregating 5,745 tons, register.

A REGULAR meeting of Zealand Lodge, No. 525, will be held in Freemasons' Hall, Zealand Street, on Thursday, the 1st proximo, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

THE Speaker of the Maori House of Representatives ruled the other day that Mr. Fish was guilty of disrespectful and insulting language in alluding to Messrs. (Ministers) for Justice and Industry as the "Ministry for Lab," the regular accent of the last syllable of "Lab" being placed there for the purpose of arousing the angry passions of the House and provoking a breach of the peace. Then Fish wanted to know whether he was to allude to the Chair as Mr. "Speaker" or as Mr. "Speakhaw," but he was snuffed out.

A SIXTH named Koullis, who enlisted in the Hongkong Police Force on the 12th March, 1890, did the "Vanishing Act" on the 17th of September of the same year owing to the same old cause—mountains of debt which he couldn't climb over—but having got everything "squared" since he left these shores, came back a day or two ago and yesterday surrendered himself to the limbs of the law at the Central. He was docked before Mr. Hastings this morning and fined \$50 with the alternative of three months in the Retreat. The coin was paid up.

THE last Irish census shows a decline of population since 1881 of 179,000. The number of foreigners has increased, chiefly owing to the immigration of Russian Jews. The Methodists have increased about 13 per cent; the Roman Catholics have decreased 10 per cent, the Episcopalians 6 per cent and the Presbyterians 5 per cent. But the Roman Catholic clergy has increased. The Irish language is also dying out. Ten years ago 64,000 people spoke Irish only; in 1891 there were 38,000. In 1881 there were 85,000 who could speak Irish and English, and last year there were only 64,000.

THE NATION MOURNED.

The Nation mourned; it seemed as though there was no heart but that of the woe. No one but felt some grief his own. When Death's cold hand shook England's throne.

The Nation mourned; throughout the land All hearts were touched by that cold hand. And to their prince, by sorrow bent, Sweet words of consolation sent.

The Nation mourned; for once again Death's certain hand has brought it pain; This time a voice beloved by all Was hushed and borne beyond recall.

The Nation mourned; his loss its own: Careless of Fate, hid from the Throne? No word had he for the people's son, No care had he but for his gun.

The Nation mourned; 'twas mad to see Its Prince so full of self could be. And when it looked for a few kind words, The Prince was racing, or shooting birds.

The Nation mourned no longer now, Though solemn locks were on its brow, For it warning gave it might be done. Some day with lovers of the gun.

THE Macao municipal elections took place last Sunday and caused more than ordinary excitement owing to the strong feeling of partisanship prevailing. Usually the votes have numbered from 120 to 125, but on this occasion no fewer than 284 votes were registered. The following was the state of the poll:—

J. J. S. Neves 267
A. J. Telles 255
B. Almeida 253
B. Fernandes, Jr. 239
Major José Victorino 204
A. J. Bastos 191
Pedro Nolasco da Silva 135
L. J. Baptista 68

The first six were declared elected, but we understand that Mr. Almeida, who is 71 years of age, and Major Victorino have petitioned the Government for leave to retire, and the probability is that Mr. da Silva and Mr. Baptista will find places in the *Leal Senado*.

The principal difference between the opposing factions was the vote of censure passed by the Municipal Chamber on the Chapter of the Cathedral on account of the row over the last annual anniversary of Macao's Patron Saint, and the feeling is said to have been a very bitter one.

The most strenuous efforts are stated to have been put forth to exclude Messrs. Bastos and P. N. da Silva from the Council, but it seems that both these gentlemen will be intrusted with municipal responsibilities.

The following alphabet of proverbs is worth perusing:—

A grain of prudence is worth a pound of craft. Boasters are cousins to liars. Confession of a fault makes half amends. Denying a fault doubles it. X-ray shoots at others and wounds herself. Foolish fear doubles danger. God teaches us good things by our own hands. He has hard work that has nothing to do. It costs more to revenge wrongs than to suffer them.

Knavery is the worst trade. Learning makes a man fit company for himself. Modesty is a guard to virtue. Not to hear conscience is the way to silence it.

One hour to-day is worth two to-morrow. Proud looks make foul work in fair faces. Quiet conscience gives quiet sleep. Richest is he that wants least. Small faults indulged are little thieves that let in greater ones.

The things that bear most bang lowest. Upright walking is sure walking. Virtue and happiness are mother and daughter. Wise men make more opportunities than they find. You never lose by doing a good act. Zeal without knowledge is fire without light.

CANTON TO LIN-CHAO.

In consequence of the seizure by the Canton *Lekin* authorities of a cargo of goods consisting of 314 bales of Indian cotton-yarn, three bales of *Teha* and a case of white shirtings at Lin-chao, a city in the north-west of the Kwangtung Province, whilst under Transit Passes obtained by my firm, I decided to personally visit Lin-chao and ascertain for myself the particulars in connection with what, *prima facie*, appeared a gross outrage on treaty rights.

A brief description of my journey into what is practically an unexplored district of the great Chinese Empire will probably have some interest for the numerous readers of the *Hongkong Telegraph*, and I think that a few special comments which I may see fit to make will attract the attention of those commercially interested in Chinese trade.

We left Canton on the 14th June, 1892, in a small native cargo-boat, having embarked at the steps opposite the Shamien Hotel, on the creek. After threading our way through the numerous small craft and attendant smells, we reached the open river, where, opposite *Yueh Kiao*, we transferred our selves, by means of a long up-country silt, to the *Liu-Chao Piu Siu*, a flat-bottomed craft about 75 feet long and 10 feet beam, with

a house amidships 30 feet long, covered over in the usual Chinese style with bamboo matting, etc., open fore and aft, but the end pieces, being telescopic, could be drawn out and let down to the deck in the event of bad weather. The fore part of the house was occupied by myself, three Chinese merchants and my native servant, who acted as my cook; the crew, consisting of the boatman, four men, two women and four children, took possession of the after part. We were, however, practically all together, as there was no partition between. I had provided myself with a camp bed, but the Chinese, in the usual native fashion, slept huddled together on the floor. Our boat was provided with a sort of double mast, stepped forward of the house on each gunwale and meeting at the top, about 10 feet high. The mast was made of bamboo, and to them was then added a thick bamboo about 12 feet long, which acted as a top-mast. In the event of a head wind and, fair, life these masts can be lowered to the deck by means of hinges; going against the stream, however, the mast is used with a head wind for tracking. A rope is attached to the mast-head, the crew go on shore and by the aid of this rope haul the craft along. On all the rivers which I have seen in the Kwangtung Province there is a tracking path on either side; indeed, it would be impossible in the absence of steam power to get along without this method. The sails consisted of two main sails, one on each main mast, and a top-sail, all made out of the old gunny coverings to opium chests or Bombay cotton-yarn bales. The wind always follows the course of the river, guided doubtless by the high hills on either side, so that it is either leading or foul, and nothing in the shape of centre or leeboards is consequently required on these flat-bottomed river boats.

Starting at once with a fair wind and tide, we commenced our voyage by following the *Pai* river in a north-easterly direction, and reached *Beiche* and *Bourche* islands and the towns of *Shik-Moon*, *Kam-Kai* and *Pak-Sha* in the course of the afternoon and reached the *Kom-Tan* Monastery at 5 o'clock. The Monastery is beautifully situated on high rocky hills which are covered with *larches*, *ferns* and *creepers* on both banks of the river. From Canton to this point there is little of interest to describe; the *White Cloud Mountains* could be seen at a distance of about three miles and a number of lime-kilns were busy at work on the banks, burning stone which is apparently imported by boats from the North or West River. The fuel used for this purpose is made of dried reeds and long grass, which grow in large quantities in this district.

After a short inspection of the Monastery and a little "chin-chin" to the monks at one of the temples for a successful voyage, we resumed our journey and entered what is known as the *Sam-Shui* creek, running westward; it is, however, as far as I could see the main *Pai* River, and joins the North and West rivers at the junction of *Sam-Shui* (three waters). I took upon *Sam-Shui* and *Yi-Pai*, of which more anon, as the divided channel of the Canton river. At 6 p.m. we reached the market town of *Koon Yue* on the west bank, opposite to which we entered the *Lu Pau* creek, a short cut into the North river. This creek, although scarcely marked on the local chart, is a very important channel to local navigation and a large trade is carried on through it at certain seasons of the year between the North river and Canton. It runs in a north-westerly direction from *Koon Yue* to the town of *Lu Pau* on the North river. As far as the scenery on this creek is concerned there is little to be said, the country being flat and uninteresting, and the banks very low, with here and there a clump of trees or bamboo.

We anchored for about five hours during the night and started on our journey with daylight on June 15th, arriving at *Lu Pau* at 10 a.m. where we entered the North river. The *Lu Pau* creek, like that of *Sam-Shui*, is only open to navigation during the summer months, say from the beginning of April to the end of October, when the water is high, for although there is at all times sufficient depth of water in these creeks to enable the low and swift current to carry the North river in the winter months through a bridge of sand which completely blocks the entrances, and navigation for the time being has to be carried on between Canton and the West and North rivers by way of *Fatshan* for light draft boats, but for anything over three feet the *Kum Chuk* route has to be resorted to, a loss in distance of something like 40 miles by the first 60 miles by the second route.

It is a general impression that the Canton river is one of the months of the great West River, but beyond its connection with *Sam-Shui* at the point where the creek of the same name joins the North river there is actually no communication between the two, and even there, my idea is that the North river supplies the water of the current which passes Canton. I am therefore of opinion that the so-called Canton river is merely one of the outlets of the North river for seven months of the year and that for the other five it is only a river by name, depending entirely on the tide for its current up or down, a little fresh water being added to it from the surrounding country. The *Fatshan* creek, however, which enters the *Back* reach of the West river some three miles below Canton, and larger communications further down, bearing a large supply of fresh water from the West river and prevent the sea water coming further up than *Whampoa*.

Lu Pau, like *Sam-Shui*, is the first *Lekin* station. Boats entering the North river at *Sam-Shui*, or further down, are exempt from examination or taxation there. After a slight detention caused by the examination of my passport and the inspection of our boat we proceeded with a fair wind up the North river; the lower part of this water, the West river, is connected by two one-foot planks which form the bridge. Before these planks are removed, to allow boats to proceed up or down, a toll has to be paid, ranging from 50 cents to \$3 according to the size of the boat. *Hong Kwan* is also a *Lekin* station, where we again experienced considerable delay in going through the formal work of inspection. My passport was looked at with no little amount of curiosity, as very few foreign travellers are in the habit of travelling this way. Just as darkness was setting in we arrived at another rapid, but by the aid of a friendly wind and our men on shore tracking, experienced little trouble in getting over the difficulty, and then anchored for the night opposite a small wood cutter's village situated in a thick bamboo grove on the west bank, at the foot of a high mountain range.

Some of our men who had gone to the village to buy food returned with the information that a large tiger nightly visited the place, that it had carried off a number of cattle and pigs, and that it got up to come to get a whorl at the unwelcome intruder. The moon that night was to rise at 2 o'clock, but in order to make the necessary arrangements I left the boat about midnight armed with a double-barrelled express rifle, and having invested in bait in the shape of a pig, I selected a spot to watch for my quarry on the top of a woodcutter's hut. Having secured my pig to an adjoining clump of bamboo, with a string from his hind leg to my perch on the roof at which I could pull to make him squeal when the time came, and being assured that the tiger never came before the moon rose, I lit a cigar and was quietly taking a walk to stretch my legs before going on watch. Suddenly I was most unaccountably growl came from the thick bamboo close by, which warned me that my friend was within a few yards: I was some distance from the hut, but instinct carried my

June with a fair wind, and the *Tsing Yun* gorge was reached before noon. Up to this point the river is broad and full of country which banks with mostly flat country on either side, but the scenery now is entirely changed. The river is confined to a narrow channel between two ranges of hills which rise precipitously from the water's edge on both sides to a height of about one thousand to fifteen hundred feet. There are few trees on these hills except in the ravines and around the small temples which are scattered about in most picturesque places, covered with verdure and forming a pleasant change of scenery from the monotonous sand banks and flat country which we had passed through for the past two days. This was a pleasure that has to be experienced before it can be fully realized. One large temple called *Fai-Chow* is charmingly situated on the mountain side among the rocks, surrounded by numerous large and shady trees and visited by most travellers. In the absence of wind we had to "track" through the gorge, a slow and tedious job which occupied nearly two hours against a swift current. On clearing the narrow pass we entered a thickly wooded country with well timbered hills on the north bank, and a great many black brick factories are to be seen at work on either side along the banks. The market town of *Wan-shan-hue* was reached about 4 p.m. and two hours later we anchored for the night. It had rained incessantly for over thirty hours and the water in the river had in consequence risen six feet, the current was tremendously strong and our progress by tracking was necessarily slow. The following day our men were on shore at daylight and resumed tracking against a swollen current. The rain had continued all night and about 11 a.m. the mountain streams could be seen dashing down the distant hills, the current, if anything, being stronger than on the previous day and the river was filled with branches of trees and rubbish washed from the shore. At 8 o'clock we entered the *Great Temple* Pass, which takes its name from a large temple at the lower entrance on the east bank—a passage of not over fifty yards wide though a high mountain range, and here we experienced the full force of a mountain torrent. The towing path, and slippery by the rain, gave cause to our boatmen to "trackers" but the light draft of our boat stood us in good stead, as we were able to steer quite close to the bank and take advantage of the eddies caused by the jutting rocks. When the tide came to go round these rocks (very one on board had to bear a hand in pulling, the crew being on shore tracking. Unlike the *Tsing Yun* gorge, the hills are here covered with trees on both sides. The narrow part of the pass is only about a mile in length, but although the river is wider above, the same surroundings remain and continue with more or less variety as far as *Kong Hau*, a small town at the junction of the North and *Lin-chao* rivers, which place we reached at noon at a distance from Canton of about 150 miles and half way to *Lin-chao*. After some delay, caused by the examination of our boat at the *Lekin* station, we entered the *Lin-chao* river, our course being in a north-westerly direction. The water in this river is beautifully clear and not very deep, with a bright gravel bottom and fish to be seen darting hither and thither in great numbers. The country is well-wooded and mountainous,

